

Issued in Los Angeles, California, on June 28, 1995.

**James H. Snow,**

*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 95-17403 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 95-ASW-11]

#### Removal of Class E Airspace; El Campo, TX

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This action removes the Class E airspace at El Campo, TX. This removal of Class E airspace results from the permanent closing of the El Campo Metro Airport, El Campo, TX. As a result of the permanent closing of the airport, Class E airspace is no longer required for instrument flight rule (IFR) operations at this airport. This action removes the Class E airspace at El Campo Metro Airport, El Campo, TX. **EFFECTIVE DATE:** 0901 UTC, November 9, 1995.

*Comment Date:* Comments must be received on or before September 10, 1995.

**ADDRESSES:** Send comments on the rule in triplicate to Manager, System Management Branch, Air Traffic Division, Federal Aviation Administration Southwest Region, Docket No. 95-ASW-11, Fort Worth, TX 76193-0530. The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, Southwest Region, 2601 Meacham Boulevard, room 663, Fort Worth, TX, between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the System Management Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, room 414, Fort Worth, TX.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, System Management Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0530, telephone 817-222-5593.

#### SUPPLEMENTARY INFORMATION:

##### Request for Comments on the Rule

Although this action is a final rule, which involves the removal of Class E airspace at El Campo, TX, and was not preceded by notice and public

procedure, comments are invited on the rule. This rule will become effective on November 9, 1995. However, after the review of any comments, if the FAA finds that further changes are appropriate, it will initiate rulemaking proceedings to extend the effective date or to amend the regulation.

Interested parties are invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the rule, and in determining whether additional rulemaking is required.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

#### The Rule

The amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) removes the Class E airspace providing controlled airspace for IFR operations at El Campo, TX. The permanent closing of the El Campo Metro Airport, El Campo, TX removes the need to have designated Class E airspace for IFR operations at the airport. The Class E airspace at El Campo, TX, will be removed by this final rule, effective on November 9, 1995.

Since this action merely involves the removal of Class E airspace as a result of the permanent closing of El Campo Metro Airport, El Campo, TX, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The FAA has determined that this regulation only involves an established body of technical regulations that need frequent and routine amendments to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, *Airspace Designations and Reporting Points*, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

*Paragraph 6005 Class E Airspace Extending Upward From 700 Feet Above the Surface*

\* \* \* \* \*

#### ASW TX E5 El Campo, TX [Removed]

\* \* \* \* \*

Issued in Fort Worth, TX, on July 5, 1995.

**Albert L. Viselli,**

*Manager, Air Traffic Division, Southwest Region.*

[FR Doc. 95-17401 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 97

[Docket No. 28265; Amdt. No. 1673]

#### Standard Instrument Approach Procedures; Miscellaneous Amendments

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference-approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

#### For Examination

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. the FAA Regional Office of the region in which affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

#### For Purchase

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

#### By Subscription

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

#### FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

**SUPPLEMENTARY INFORMATION:** This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). Materials incorporated by reference are available for examination or purchase as listed above.

The large number of SIAPs, their complex nature, and the need for a

special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction of charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

#### The Rule

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated PDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled.

The FDC/P NOTAMs for the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

#### Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 97

Air traffic control, Airports, Navigation (air).

Issued in Washington, DC, on June 30, 1995.

**Thomas C. Accardi,**

*Director, Flight Standards Service.*

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 24 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

**§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]**

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

\* \* \* *Effective Upon Publication*

FDC date	State	City	Airport	FDC No.	SIAP
06/14/95 .....	WI.	Minocqua-Woodruff .....	Lakeland/Noble F. Lee Memorial Field.	FDC 5/2692	NDB OR GPS RWY 18 AMDT 12...
06/14/95 .....	WI.	Minocqua-Woodruff .....	Lakeland/Noble F. Lee Memorial Field.	FDC 5/2693	NDB OR GPS RWY 28 AMDT 11...
06/14/95 .....	WI.	Minocqua-Woodruff .....	Lakeland/Noble F. Lee Memorial Field.	FDC 5/2694	NDB OR GPS RWY 36 AMDT 9...
06/15/95 .....	MD.	Baltimore .....	Martin State .....	FDC 5/2720	NDB OR GPS RWY 33 AMDT 7A...
06/15/95 .....	MD.	Baltimore .....	Martin State .....	FDC 5/2723	NDB OR GPS RWY 15 AMDT 7A...
06/20/95 .....	GA.	Atlanta .....	DeKalb-Peachtree .....	FDC 5/2805	VOR/DME OR GPS RWY 20L AMDT 1...
06/20/95 .....	GA.	Atlanta .....	DeKalb-Peachtree .....	FDC 5/2806	VOR/DME OR GPS RWY 27 AMDT 1...
06/20/95 .....	GA.	Atlanta .....	DeKalb-Peachtree .....	FDC 5/2807	ILS RWY 20L AMDT 7...
06/20/95 .....	GA.	Savannah .....	Savannah Intl .....	FDC 5/2828	ILS RWY 36, AMDT 6...
06/20/95 .....	MD.	Baltimore .....	Martin State .....	FDC 5/2740	LOC RWY 15 ORIG-A...
06/20/95 .....	MD.	Cumberland .....	Greater Cumberland Regional .....	FDC 5/2808	LOC/DME RWY 23 AMDT 5...
06/20/95 .....	MD.	Cumberland .....	Greater Cumberland Regional .....	FDC 5/2809	LOC-A AMDT 3...
06/20/95 .....	WY.	Worland .....	Worland Muni .....	FDC 5/2823	VOR OR GPS RWY 16 AMDT 5...
06/22/95 .....	WI.	Juneau .....	Dodge County .....	FDC 5/2863	LOC RWY 26 ORIG...
06/23/95 .....	AL.	Birmingham .....	Birmingham Intl .....	FDC 5/2894	ILS RWY 5 AMDT 41...
06/23/95 .....	DE.	Wilmington .....	New Castle County .....	FDC 5/2892	ILS RWY 1 AMDT 20...
06/23/95 .....	TX.	Port Isabel .....	Port Isabel-Cameron Co. ....	FDC 5/2889	VOR OR GPS-A AMDT 5...
06/23/95 .....	TX.	Port Isabel .....	Port Isabel-Cameron Co. ....	FDC 5/2890	VOR/DME OR GPS-B AMDT 2...
06/26/95 .....	PA.	Philadelphia .....	Philadelphia Intl .....	FDC 5/2962	CONVERGING ILS RWY 9R AMDT 3...

**Birmingham**

Birmingham Intl  
Alabama  
ILS RWY 5 AMDT 41...  
FDC Date: 06/23/95

FDC 5/2894/BHM/ FI/P  
BIRMINGHAM INTL, BIRMINGHAM,  
AL. ILS RWY 5 AMDT 41...MISSED  
APPROACH INSTRUCTIONS... CLIMB  
TO 3000 DIRECT ROEBY LOM AND  
HOLD NE, RT, 236 INBOUND OR  
WHEN DIRECTED BY ATC CLIMB TO  
3600 VIA HEADING 056 AND GAD R-  
231 TO SPATT INTERSECTION AND  
HOLD, NE, RT, 231 INBOUND. THIS  
BECOMES ILS RWY 5 AMDT 41A.

**Wilmington**

New Castle County  
Delaware  
ILS RWY 1 AMDT 20...  
FDC Date: 06/23/95

FDC 5/2892/ILG/ FI/P NEW CASTLE  
COUNTY, WILMINGTON, DE. ILS RWY  
1 AMDT 20...MIDDLE MARKER  
REMOVED FROM SERVICE. CASTL  
INT MNMS... CIRCLING CAT C MDA/  
HAA 600/520. THIS IS ILS RWY 1  
AMDT 20A.

**Atlanta**

Dekalb-Peachtree  
Georgia  
VOR/DME OR GPS RWY 20L AMDT 1...  
FDC Date: 06/20/95

FDC 5/2805/PDK/ FI/P DEKALB-  
PEACHTREE, ATLANTA, GA. VOR/  
DME OR GPS RWY 20L AMDT 1...ADD

TERMINAL ROUTE... ATL VORTAC TO  
PDK VOR/DME COURSE 024.74/  
16.26NM MINIMUM ALTITUDE 4000.  
THIS BECOMES VOR/DME OR GPS  
RWY 20L AMDT 1A.

**Atlanta**

Dekalb-Peachtree  
Georgia  
VOR/DME OR GPS RWY 27 AMDT 1...  
FDC Date: 06/20/95

FDC 5/2806/PDK/ FI/P DEKALB-  
PEACHTREE, ATLANTA, GA. VOR/  
DME OR GPS RWY 27 AMDT 1...ADD  
TERMINAL ROUTE... ATL VORTAC TO  
PDK VOR/DME COURSE 024.74/  
16.26NM MINIMUM ALTITUDE 4000.  
THIS BECOMES VOR/DME OR GPS  
RWY 27 AMDT 1A.

**Atlanta**

Dekalb-Peachtree  
Georgia  
ILS RWY 20L AMDT 7...  
FDC Date: 06/20/95

FDC 5/2807/PDK/ FI/P DEKALB-  
PEACHTREE, ATLANTA, GA. ILS RWY  
20L AMDT 7...ADD TERMINAL  
ROUTE...ATL VORTAC TO PDK VOR/  
DME COURSE 024.74/16.26NM  
MINIMUM ALTITUDE 4000. THIS  
BECOMES ILS RWY 20L AMDT 7A.

**Savannah**

Savannah Intl  
Georgia  
ILS RWY 36, AMDT 6...  
FDC Date: 06/20/95

FDC 5/2828/SAV/ FI/P SAVANNAH  
INTL, SAVANNAH, GA. ILS RWY 36,  
AMDT 6...DELETE... MNM ALT DANA  
1600\* \*LOC ONLY. ADD... MNM ALT  
DANNA 1600. CHANGE MNM GLIDE  
SLOPE INTERCEPT ALT TO  
READ...2000\* \*1600 WHEN  
AUTHORIZED BY ATC. THIS  
BECOMES ILS RWY 36, AMDT 6A.

**Baltimore**

Martin State  
Maryland  
NDB OR GPS RWY 33 AMDT 7A...  
FDC Date: 06/15/95

FDC 5/2720/MTN/ FI/P MARTIN  
STATE, BALTIMORE, MD. NDB OR  
GPS RWY 33 AMDT 7A...MISSED  
APPROACH... CLIMB TO 2500 ON 326  
DEG BEARING FROM MTN NDB TO  
ODORS INT/I-MTN 6.8 DME AND  
HOLD. THIS IS NDB OR GPS RWY 33  
AMDT 7B.

**Baltimore**

Martin State  
Maryland  
NDB OR GPS RWY 15 AMDT 7A...  
FDC Date: 06/15/95

FDC 5/2723/MTN/ FI/P MARTIN  
STATE, BALTIMORE, MD. NDB OR  
GPS RWY 15 AMDT 7A...MNM ALT AT  
ODORS INT/I-BQG 6.8 DME 2500 FOR  
HOLDING PATTERN IN LIEU OF  
PROCEDURE TURN. RAISE ODORS  
INT/I-BQG 6.8 DME/FAF ALT TO 2200.  
CHANGE MISSED APPROACH TO  
CLIMBING RIGHT TURN TO 2500 VIA  
MTN BEARING 326 DEG TO ODORS

INT/I-BQG 6.8 DME AND HOLD.  
FEEDER BAL VORTAC TO ODORS  
INT/I-BQG 6.8 DME 2500. THIS IS NDB  
OR GPS RWY 15 AMDT 7B.

#### *Baltimore*

Martin State  
Maryland  
LOC RWY 15 ORIG-A...  
FDC Date: 06/20/95

FDC 5/2740/MTN/ FI/P MARTIN  
STATE, BALTIMORE, MD. LOC RWY  
15 ORIG-A...MNM ALT AT MEHAN  
INT/I-BQG 14.4 DME 2500 FOR  
HOLDING PATTERN IN LIEU OF  
PROCEDURE TURN. CHANGE MISSED  
APPROACH TO CLIMBING RIGHT  
TURN TO 2500 FVIA HEADING OF 312  
DEG AND BAL R-012 TO MEHAN INT/  
I-BQG 14.4 DME AND HOLD. FEEDER  
EMI VORTAC TO MEHAN INT/I-BQG  
14.4 DME 2600. FEEDER TAFI INT TO  
MEHAN INT/IBQG 14.4 DME 2600.  
THIS IS LOC RWY 15 ORIG-B.

#### *Cumberland*

Greater Cumberland Regional  
Maryland  
LOC/DME RWY 23 AMDT 5...  
FDC Date: 06/20/95

FDC 5/2808/CBE/ FI/P GREATER  
CUMBERLAND REGIONAL,  
CUMBERLAND, MD. LOC/DME RWY  
23 AMDT 5...CIRCLING MDA/HAA  
CATS A/B/C 2060/1284, CAT D 2340/  
1564. VIS CAT A 1 1/4, CAT B 1 1/2,  
CATS C/D 3. THIS BECOMES LOC/  
DME RWY 23 AMDT 5A.

#### *Cumberland*

Greater Cumberland Regional  
Maryland  
LOC-A AMDT 3...  
FDC Date: 06/20/95

FDC 5/2809/CBE/ FI/P GREATER  
CUMBERLAND REGIONAL,  
CUMBERLAND, MD. LOC-A AMDT  
3...CIRCLING MDA/HAA CATS A/B/C  
2060/1284, CAT D 2340/1564. THIS  
BECOMES LOC/A AMDT 3A.

#### *Philadelphia*

Philadelphia Intl  
Pennsylvania  
CONVERGING ILS RWY 9R AMDT 3...  
FDC Date: 06/26/95

FDC 5/2962/PHL/FI/P  
PHILADELPHIA INTL, PHILADELPHIA,  
PA. CONVERGING ILS RWY 9R AMDT  
3...CHANGE FINAL APPROACH  
COURSE TO 087.44 DEG. CHANGE  
TERMINAL ROUTE INBOUND COURSE  
BWINE INT TO KELEE INT/GOONY  
OM TO 087.44 DEG. THIS IS  
CONVERGING ILS RWY 9R AMDT 3A.

#### *Port Isabel*

Port Isabel-Cameron Co.

Texas  
VOR OR GPS-A AMDT 5...  
FDC Date: 06/23/95

FDC 5/2889/T31/FI/P PORT ISABEL-  
CAMERON CO., PORT ISABEL, TX.  
VOR OR GPS-A AMDT 5...CIRCLING  
MDA CAT A 580, CAT B-C 640...HAA  
CAT A 561, CAT B-C 621. THIS IS VOR  
OR GPS-A AMDT 5A.

#### *Port Isabel*

Port Isabel-Cameron Co.  
Texas  
VOR/DME OR GPS-B AMDT 2...  
FDC Date: 06/23/95

FDC 5/2890/T31/ FI/P PORT ISABEL-  
CAMERON CO., PORT ISABEL, TX.  
VOR/DME OR GPS-B AMDT  
2...CIRCLING MDA CAT A 440, CAT B-  
C 640...HAA CAT A 421, CAT B-C 621.  
THIS IS VOR/DME OR GPS-B AMDT  
2A.

#### *Minocqua-Woodruff*

Lakeland/Noble F. Lee Memorial Field  
Wisconsin  
NDB OR GPS RWY 18 AMDT 12...  
FDC Date: 06/14/95

FDC5/2692/ARV/ FI/P LAKELAND/  
NOBLE F. LEE MEMORIAL FIELD,  
MINOCQUA-WOODRUFF, WI. NDB OR  
GPS RWY 18 AMDT 12...MNMS... S-18  
HAT 550 ALL CATS, CIRCLING HAA  
550 CATS A/B, 570 CATS C/D.  
WAUSAU ALSTG MNMS... S-18 HAT  
750 ALL CATS, CIRCLING HAA 750  
CATS A/B, 770 CATS C/D. THIS IS  
NDB OR GPS RWY 18 AMDT 12A.

#### *Minocqua-Woodruff*

Lakeland/Noble F. Lee Memorial Field  
Wisconsin  
NDB OR GPS RWY 28 AMDT 11...  
FDC Date: 06/14/95

FDC 5/2693/ARV/ FI/P LAKELAND/  
NOBLE F. LEE MEMORIAL FIELD,  
MINOCQUA-WOODRUFF, WI. NDB OR  
GPS RWY 28 AMDT 11...MNMS... S-28  
HAT 576 ALL CATS, CIRCLING HAA  
570 ALL CATS. WAUSAU ALSTG  
MNMS... S-28 HAT 776 ALL CATS,  
CIRCLING HAA 770 ALL CATS. THIS  
IS NDB OR GPS RWY 28 AMDT 11A.

#### *Minocqua-Woodruff*

Lakeland/Noble F. Lee Memorial Field  
Wisconsin  
NDB OR GPS RWY 25 AMDT 9...  
FDC Date: 06/14/95

FDC 5/2694/ARV/ FI/P LAKELAND/  
NOBLE F. LEE MEMORIAL FIELD,  
MINOCQUA-WOODRUFF, WI. NDB OR  
GPS RWY 36 AMDT 9...DIST FAF TO  
MAP 5.35 THLD 5.35. MNMS...  
CIRCLING HAA 450/ CATS A/B 570  
CATS C/D. WAUSAU ALSTG  
MNMS...CIRCLING HAA 650 A/B, 770  
CATS C/D. THIS IS NDB OR GPS RWY  
36 AMDT 9A.

#### *Juneau*

Dodge County  
Wisconsin  
LOC RWY 26 ORIG...  
FDC Date: 06/22/95

FDC 5/2863/UNU/ FI/P DODGE  
COUNTY, JUNEAU, WI. LOC RWY 26  
ORIG...MINIMUMS... S-LOC 26 CATS  
A, B, C VIS 1. MADISON ALSTG  
MNMS...S-LOC 26 CATS A, B VIS 1.  
ADD NOTE... INOP TABLE DOES NOT  
APPLY. DELETE NOTE... INOP  
TABLE... THRU... MADISON ALSTG  
MNMS. THIS IS LOC RWY 26 ORIG-A.

#### *Worland*

Worland Muni  
Wyoming  
VOR OR GPS RWY 16 AMDT 5...  
FDC Date: 06/20/95

FDC 5/2823/WRL/ FI/P WORLAND  
MUNI, WORLAND, WY. VOR OR GPS  
RWY 16 AMDT 5...CHANGE ALT  
MNMS NOTE TO READ...ALT MNMS  
NA WHEN LOCAL WEATHER NOT  
RECEIVED. THIS IS VOR OR GPS RWY  
16 AMDT 5A.

[FR Doc. 95-17409 Filed 7-14-95; 8:45 am]

BILLING CODE 4910-13-M

## **14 CFR Part 97**

[Docket No. 28266; Amdt. No. 1674]

### **Standard Instrument Approach Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference-approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows: